## RAILWAY CHANGES HANDS

The Ohio Southern Passes Into Control of Men Who Will Make Things Lively.

George W. Saul Likely to Be the President and General Manager-Grain Rates from Chicago to the Seaboard to Be Reduced.

Maxwell and Graves and their friends, who have held control of the Ohio Southern road, have been quietly selling their holdings in the property for some months past and will retire from the management at the coming annual election. Maxwell and Graves have already announced their purpose to retire because of their large interests in Jersey Central and allied properties. The property, under their conservative management, has developed into one of the best in Ohio. Its physical condition is excellent: it has no floating debt. Money is in the hands of the treasurer to pay interest on the bonds up to next September, and there is a large amount of cash on hand for dividends on stock or for other purposes. There is no reason why the road should not take its place among dividend-payers at once. Some new and strong directors have been agreed upon, who, it is said, will actually represent three-fourths of the entire stock of the company. There is good reason for believing that George W. Saul, ex-president of the Chicago & Eastern Illinois, will be president and general manager of

the company.

Grain Rates Will Be Reduced, When the freight representatives of the Central Traffic Association met in regular session, at Chicago, yesterday, they were confronted by a question that was not down on the docket for consideration at this meeting. This was a proposition to reduce the rate on grain from Chicago to the sea-board. The opinion so generally expressed two months ago that, in view of the increased tonnage this year, it would be possible to maintain wintertariffs throughout the summer on east-bound traffic has already been controverted. For several weeks it has been apparent that some of the roads were shading grain rates and thereby securing an undue proportion of the business. The conservative lines hesitated to meet these secret cuts, hoping that the guilty ones might be reclaimed and demoralization averted, but this hope has been dashed to the ground by the action by the lake-and-rail 'lines in openly announcing a rate of 174 cents per 100 pounds on grain from Chicago to the seaboard. This is 21/2 cents below the agreed differential, and will force the all-rail routes to make a similar reduction unless they are willing to turn over the whole business to the boat lines. The matter was only informally discussed at yesterday's session, and then, with all the other subjects awaiting consideration, it was referred to one of the various committees to be reported on to-day. The association will probably be in session two more days, and there is little doubt that before the adjournment it will be voted to reduce the grain rate from 25 to 20 cents per hundred pounds, Chicago to the sea-board.

The Increase in Weight of Rail. A gentleman who has been more or less identified with rail-rolling-mills for the last thirty years, in conversation yesterday, said that the increase in weight of rails has been fully as remarkable as any feature of the railroad business. In 1862 the weight of rail varied from fifty to fiftysix pounds to the yard, when the Pennsyl vania road introduced a rail weighing sixty pounds to the yard, and this weight came into general use on the more important roads. Ten years later the New York Central, the Pennsylvania line two or three roads in the West began laying a rail weighing sixty-seven to seventy pounds, and in the eighties the eighty-pound rail was introduced on several roads, and within the last three years hundreds of miles of road have been laid with a ninety-pound rail. Now the New York Central, the Pennsyl-yania and the Philadelphia & Reading are laying several miles each of rails weighing one hundred pounds to the yard, and he thought the limit had been reached. The one-hundred-pound rails are laid by the use of rollers, but this method requires eight or ten men to lay them with any rapidity. He thought a rail weighing one hundred pounds to the yard, with ties ten inches apart, would make a track which would carry any locomotive or loaded car which will ever be used.

Rumored Official Changes. Mr. Barney Fitzpatrick, master mechanic of the shops of the Pennsylvania Company at Wellsville, was called to Indianapolis Saturday by Superintendent of Motive Power E. P. Lord, of the Big Four, who made him a tender of a position which, had he accepted, would have been in the nature of a premotion. Mr. Fitzpatrick took the offer under advisement and declined Mr. Lord's offer. It is stated that he was given to understand that promotion awaited him on the Pennsylvania shortly if he remained. This, it is thought, goes to corroborate the statement of important changes in the motive-power department of the Pennsylvania Company. It is stated by one who has just returned Philadelphia that Superintendof Motive Power Casanave.

recently declined a \$10,000 position with the Reading road shortly is to be appointed general superintendent of motive power of the system, at which time Mr. George L. Potter, now master mechanic of the Fort Wayne shops, will be made superintendent of motive power, and Mr. Fitzpatrick, who was for years a foreman of a department at Fort Wayne, will succeed Mr. Potter as master mechanic

at that point.

Two important suits against railroad corporations were entered in the Bloomington, Ill., Circuit Court, late yesterday afternoon. They are brought by Attorney-general Hunt in the name of the people of Illi-nois. One is against the Big Four for \$10,-600. The charge is "unjust discrimination" in rates under the State statute. It is charged that on July 1, 1891, the Big Four transported for a Bloomington merchant two barrels of alcohol from Pekin to Peoria,

Suits Against the Big Four and Erie.

at the rate of 17 cents per hundred. The other case is against the Lake Erie. The charge is that the company carried plows, etc., from Bloomington to Peoria. for Bloomington merchants, charging 18 cents per hundred. Afterwards it carried the same class of goods from Peoria to Ranken for the same rate, the distances being unequal. The claim in this case is

the barrels weighing 750 pounds and the toll being \$1.62, or at the rate of 21.85 cents per hundred. Afterward the same

company carried one barrel from Peoria to

Bloomington, weight four hundred pounds,

Monon Fighting the Tax Law. An application was filed in the office of the clerk of the Lake County Circuit Court last night by the Louisville, New Albany & Chicago Railway Company against the treasurers of the following counties: Lake, Boone, Carroll, Clark, Clinton, Floyd, Green, Hamilton, Jasper, LaPorte, Lawrence, Marion, Monroe, Montgomery, Newton, Orange, Owen, Porter, Pulaski, Putnam, Starke, Tippecanoe, Washington and White, asking the court for a temporary injunction and restraining order to enjoin them from the collection of any taxes against the Monon. The hearing of the application will come up in chambers at Valparaiso Monday next.

To Subsidize a Big Four Branch. Yesterday afternoon the Wayne county commissioners ordered a special election to be held in Wayne, Boston and Franklin townships, May 24, to decide the question of an appropriation to aid in building the Brookville, Richmond & Union City branch of the Big Four rainroad. Wayne township is asked for \$175,000, and the other two for \$12,000 each. It is thought that the subsidy measure in Wayne township will carry by a large majority.

Personal, Local and General Notes. In March 109 roads earned \$39,184,090, an increase over March, 1891, of \$3,348,862, or 9

putting up an extensive system of signals. M. E. Ingalls, president of the Big Four lines, leaves for the East to-day, to be absent ten days.

seph, Mich., has become so important that the company has placed a switching engine and crew there. A steam shovel and two construction trains were set at work on Monday on the

The business of the Vandalia at St. Jo-

Terre Haute & Indianapolis road straightening the curve at Reelsville. A mass-meeting of the rate clerks will be held at Pittsburg April 26, to consider summer tourist rates from points in the territory of the Central Traffic Association.

On Monday last, at the shops of the Pennsylvania Company in Fort Wayne, was commenced the building of one hundred furniture cars for the Western system. An excursion off the Lake Erie & Western road will be run to-day under the auspices of the New York store. Train No. 9, arriving at 10:30 A. M., will be run in two

D. A. Rice, at his own request, has been reinstated agent of the Big Four at Lebanon, Ind., a position he left a few weeks ago to take a similar position with the In-

S. K. Blair, superintendent of transpor-tation of the Nickel-plate road, has obtained a few weeks' leave of absence, and will spend the time at West Baden Springs, he being in ill health.

R. W. Crockett, agent of the Wabash road at Delphi, last Thursday completed his twenty-first year as agent of the company at that point. He was with the company some years before taking this agency. C. M. Emmett, L. F. Force and A. B. Starr, officials of the Pennsylvania lines west of Pittsburg, have gone to Harrisburg. Pa., to select a standard frog for the Southwestern and the Northwestern sys-

A. H. Hanson, general passenger agent of the Illinois Central, has gone South for a few weeks with his wife, who is in ill health. G. A. Hines, who represents the road in this territory, accompanied them as far as Indianapolis.

The connecting link between the Poughkeepsie bridge system and the New York & New England road will be completed this week when another all-rail through line, quite direct, between the West and Boston can really be established.

That dining cars properly operated help a road to business is evidenced on the Chicago, Burlington & Quincy. Its excellent service in this direction had much to do with the road's securing forty or more lodges of the Knights Templars for Den-

The Big Four has perfected arrangements with crossing roads for interlocking sig-nals on its St. Louis division at Kansas, Paris and Windsor, and contemplates putting in interlocking switches with the Indianapolis Belt road, and at Mattoon and

The Ohio Valley Railway Company expects to have its trains running between Evansville, Ind., and Hopkinsville, Ky., by July 1. The heavy rains of late have given the contractors a good deal of trouble, causing washouts at troublesome

D. J. Mackey, president of the several roads centering at Evansville, says that the Evansville & Terre Haute road, after paying all fixed charges, including those of its proprietary lines, and 8 per cent. on its stock for the current fiscal year, will show a surplus of \$270,000.

The Vandalia inspection party reached here at 3 P. M., yesterday, and to-day will go over the T. H. & L. division. They yesterday ran down the Center Point branch. which is developing considerable business. President McKeen said that probably this branch would be extended several miles further south this year.

The stockholders of the Pittsburg, Cincinnati, Chicago & St. Louis road held their annual election in Pittsburg yesterday. The directors having been classified, but three members were elected, namely: Briggs S. Cunningham, of Cincinnati, George S. Willard, of Chicago, and H. H. Houston, of Philadelphia. The board will organize at a later date.

General Manager McDoel and Treasurer W. H. Lewis, of the Monon, were at Crawfordsville yesterday, and paid \$900.63 into the county treasury, which was accepted. This is the amount of former taxes, and not what is assessed against the road by \$5,000. The amount paid will be final if the roads win the contests now being made against the new assessments.

A. G. Wells, superintendent of the St. Louis division of the Big Four, has been selected as chairman of a committee appointed by the Superintendents' Associa-tion of St. Louis to look over and recommend the best interlocking device to afford protection to trains at St. Louis Bridge Junction, eight roads being interested, to protect the trains of which will require at least a fifty-lever machine.

The Columbus & Hocking Valley road now has one hundred locomotives and 8,223 freight cars of all descriptions, which is nearly double the equipment that was on the road when C. C. Waite became its president and general manager. President Waite's annual report shows that the road in its last fiscal year was operated on 53.59 per cent. of its gross earnings, which was 0.88 per cent. less than in the preceding

The Vandalia now has twenty-six miles of siding at Terre Haute, but the business of the several divisions centering there has so increased that much more room is needed at that point, and the company now propose to lay out additional yards near the fair grounds, which will give them twenty-two miles of additional side-track. In the year 1891 an average of 1,550 cars were handled daily at Terre Haute.

A local railroad official last week received a letter from Wm. D. Ewing, assistant superintendent of the Fitchburg road, formerly with the Mackey lines, in which he stated that he was well pleased with his position, and was accomplishing some needed reforms. Another railroad official met one of the directors of the Fitchburg road recently in New York, asked how Mr. Ewing was doing, and he spoke in the most complimentary terms of his services.

The presidents of lines comprising the Trunk-line Association met in New York yesterday and discussed east and westbound freight rates. On account of the early opening of navigation the rates have not been strictly maintained within the past month. All the representatives present pledged themselves to maintain the tariff rates, which are on the basis of 75 cents for first class by rail and 54 by rail and lake between New York and Chicago.

James Landers, trainmaster of the Indianapolis & Vincennes road, returned from the wreck at Brooklyn yesterday, and instead, he says, of \$10,000 damage being done, the engine was damaged \$30, an old freight car was burned except the trucks, and the freight burned spoken of in the telegram sent over the country was a load of sand. It is not unusual to exaggerate the damages in a wreck, but the I. & V. officials think that in this case the word exaggerating does not cover the ground.

Superintendent Wells, of the St. Louis division of the Big Four, has suggested to the agents along the line that they clean up about their stations, and it has led them to taking some pride in the matter, sodding over the unsightly places and giving the better class of stations a more inviting ap-pearance. On this division of the Big Four, as well as of a majority of the roads of In-dians, a cozy depot, after the plan of those built recently on the Vandalia line, could be adopted without great expense to the companies.

The Pennsylvania line yesterday dropped the rate between Chicago and Indianapolis, either direction, to \$3:50. A passen-ger man of large experience, in speaking of this rate war, yesterday, said that M. E. Ingalls, president of the Big Four, held the key to the situation, and to make short work of this war should make the rate \$2 between Cincinnati and Chicago and between Indianapolis and Chicago: the other lines would soon find a way to bring about a restoration in rates if the

Big Four thus applied the knife. D. J. Mackey, president of the Evensville lines, has sold to Harvey Fisk & Sons \$1,400,000 of the first general mortgage bonds on the Evansville & Richmond road. The bonds are part of an issue of \$2,000,600 upon about 170 miles of road between Evansville and Richmond, of which 112 miles is already completed and is being operated. The bonds are guaranteed, principal and interest, by the Evansville & Terre Haute company. From the manner these bonds are pinced it would seem President Mackey intends to complete the road to Richmond.

PAIN in chest, short breath, smothering, dropsy, asthma, cured by Dr. Miles's New The Lake Shore company has decided to Panrt Cure. Book free, Bates House Phar- other decorative designs offered is a new expend \$100,000 or more at Toledo in enlarg- | macy.

CURRENT MAGAZINES.

In the North American Review Cardinal Gibbons discourses in a dignified but forcible way on the duties of a citizen to his country. He dwells especially on the dangers growing out of corrupt voting, and pries the necessity of a pure ballot if American institutions are to be preserved. Thomas Nelson Page presents the Southern view of the negro question. He predicts that the negro race in America will eventually disappear-"not in a generation or a century; it may take several centuries. The means will be natural. Certain portions of the Southern States will for awhile, perhaps, be almost given up to him, but in time he will be crowded out even there. Africa may take a part, Mexico and South America a part; the rest will, as the country fills up, as life grows harder and competition fiercer, become diffused and will disappear, a portion by absorption into the stronger race, the residue by perishing under conditions of life unsuited to him." Hon. Hilary A. Herbert, chairman of the House committee on naval affairs, disputes the advantages of the reciprocity system as established under the McKinley law. The problems involved in the immilaw. The problems involved in the immigration question are well handled by Hon. John B. Weber, United States Commissioner of Immigration, and Charles Stewart Smith, of the New York Chamber of Com-merce. Governor Winans, of Michigan, defends the system now in force in his State of choosing presidental electors.

Madame Adame, the noted French writer, talks of "French Girls" and their life and training. Under the title, "The Modern Cart of Thespis," W. H. Crane, the actor, talks of the theatrical "star" system, and predicts its continuance. He thinks that stock companies in the various cities will be during a long period the exception rather than the rule. A third paper on "The Olympian Religion" by Mr. Gladstone, a discussion of "Money and Usury," by Henry Clews, and a variety of "Notes and Comments" complete the contents of

The Engineering Magazine has for it contributors practical scientists and men skilled in all departments of machanics, but aside from the technical importance of its articles it contains much that is of interest to the general reader. The April number opens with the first of a series of papers on "The Future World's Highways," in which will be pointed out the commercial importance of lines of water-transportation to be formed by connections made between the great lakes and the Gulf of Mexico, and the lakes and the Atlantic. This article is followed by a discussion of the question, "Do Waterways Benefit Railways?" One of the attractions of the number is a handsomely illustrated article on Prospect Park, Brooklyn. One of the most important contributions is that of Leon Mead describing the admirable work done by the New York Trades Schools in fitting young men for nearly all the mechanical trades. It is declared, contrary to the usual belief, that by this system more efficiency is secured than under the old apprenticeship method. Other papers are "Public Ore-sampling-works," "Pessimism of Modern Architecture," "Worthless Gov-ernment Engineering," "Evils of Municipal Government," "Building a Railroad in the Southwest" and "How an Invention Is Made." World Building, New York.

A great deal of attention is now being given to the public roads of the country by writers for the press, but no more graphic account of their condition and needs has appeared than the article in the April Century, by Isaac B. Potter. The illustrations showing the contrast between highways in Europe and the steeets just outside of our largest cities are an object lesson in themselves. Edmund Clarence Stedman continues his study of the nature and elements of poetry. In spite of the flood of Washington literature that the periodicals have furnished recently, the paper on "The Mother and Birthplace of Washington" is full of interest. It is written by Ella Bassett Washington, a descend ant. Among other contributions are "The Wyoming in the Straits of Shimonoseki," "The Total Solar Echpse of 1889," 'Fishing for Pearls in Australia" and "The Ocean Postal Service." The fiction is composed of serials by Kipling and Ballestier, Hamlin, Garland, and M. E. Angus. Topics discussed editorially are: "The First Presidential Election Under Ballot Reform"

and "The New Electoral College." It is rather curious taste that leads the managers of the New England Magazine to place its brightest and most original editorial department, "In a corner at Dodsley's," among the advertisements. It is by no means certain, however, that it does not secure a greater number of readers in that position than elsewhere, since everybody is sure to look at the advertising pages of a magazine, whatever else he may read. Mr. Walter Blackburn Harte, the editor, can at least congratulate himself that he has the "leading article" in each issue. In the April number he pays a very generous tribute to James Whiteomb Riley and his work. Musical readers will be interested in S. B. Whitney's article on the "Surpliced Boy Choirs of America." Helen Leah Reed writes of "Women's Work in Astronomy at Harvard." In "Early Visitors to Chicago" Edward G. Mason undertakes to show that early French explorers made a settlement on the spot where the great city now stands. Other contributions are of local rather than general interest.

The Arena for April gives the place of honor to the Farmers' Alliance, a portrait of President L. L. Polk forming the frontispiece, and an illustrated article on the Alliance and its leaders being the only one embellished by illustrations. Frederick L. Hoffman gives some interesting facts and figures in a paper, "Vital Statistics of the Negro." The statement is made that the liability of the negro to death in almost double that of the white race, and that under equally favorable conditions he nowhere exhibts a vitality or power of resistance equal to the whites. Other topics discussed are "The Money Question." "Volapuk." "Rational Views of Heaven and Hell," "The Speaker in England and America." "Pontitex Max-imus" and "A Remarkable Psychical Experience." A chapter of a serial by Hamlin Garland and a Southern dialect sketch by Will Allen Dromgoole form the fiction

of the number. The Atlantic Monthly opens with an article by William Henry Bishop on "An American at Home in Europe." It is a practical account of house-hunting and housekeeping in Brittany and Paris and accompanying experiences. The information given is of a sort that can be made useful by Americans who contemplate living abroad. An important paper is contributed by Judge T. M. Cooley on "Federal Taxation of Lotteries." Automette Ogden writes in an entertaining way of "A Drive Through the Black Hills." Edward Kirk Rawson has a biographical sketch of Admiral Farragut. "Literature and the Ministry," "Legal Disfranchisement," "The Limit in Battle Ships" and "American Sea Sougs" are other subjects considered. Henry James and Marion Crawford are the fiction writers of the number.

The Forum for April contains several articles of unusual current interest, which include Mr. Condert's defense of "The Democratic Revolt in New York." The paper of greatest interest, however, is entitled "How the New York Senate Was Captured." by Hop. Matthew Hale, of Albany. Mr. Hale is a mugwump, and consequently some readers who would not accept his version if it came from a Republican will read it with interest, coming from such a source. It is a recital which is calculated to arouse, if not alarm, those thoughtful people who see the greatest danger to the Republic in such official outrages upon the integrity of the ballot. The fact that articles upon some phase of politics have become so prominent a feature of the Forum indicates a growing interest in political affairs.

The Art Interchange for April has three colored plates. "The Little Friar," a study for a child; "Flights of Butterflies," and a study of pansies. Among the profusion of departure in the shape of an architectural

plan, a prize having been offered for plans and sketches for a \$5,000 house. The leading letter-press contributions are "A Young Girl's Trip to the Island of Marken," "Modern German Artists," and "An Informal Chat About L' Academie Julian."

The complete novel in the April Lippincott, "But Men Must Work," is by Rosa Nouchette Carey, and is not of a very high order of literature. Melville Phillips writes of the duties of the literary editor of a daily newspaper. In an article entitled "Nihilism and the Famine," Countess Narraikow undertakes to throw some light upon the condition and prospects of the cause of Nihilism, and to give an outline of its objects and methods. Julian Hawthorne discourses on the delights and benefits of pedestrianism. Short stories are by Julien Gordon and Charles Edgar Mont-

Book News (Philadelphia) for April has a portrait and biographical sketch of Maurice Thompson. Among other items of information the sketch states that at present Mr. Thompson is just finishing a long historical romance of New Orleans and the creole coast during the war of 1812. Robert Bonner's sons have bought this for publication in the New York Ledger.

The Decorator and Furnisher for April contains some practical ideas on home furnishing for persons of limited means. Among other matter in this line are directions "How to Furnish a Six-room Flat for \$300." The illustrations offer many suggestions to amateur household decorat-

Wide Awake for April is an Easter num ber. Poems, pictures, stories and historical sketches unite to give it an Easter flavor. There are many contributions of a different character, also, and the issue as a whole is remarkable for the variety of entertainment offered. D. Lathrop & Co.

INDIANA FAIRS.

In the appended list of fairs all dates are inclusive, and the name at the end of each announcement is that of the secretary: North Salem-North Salem, Hendricks county, Aug. 1 to 5, L. C. Moore. Henry, Madison and Delaware-Middletown, Henry county, Aug. 2 to 5, P. H. Hodson. Bridgeton Union-Bridgeton, Park county, Aug. 8 to 13, T. L. Nevens. New Ross-New Ross, Montgomery county, Aug. 8 to 12, T. F. Rouk, Oakland City-Oakland City, Gibson county, Aug. Wayne, Henry and Randolph—Dalton, Wayne county, Aug. 23 to 26, J. E. Dennis.
Knightstown—Knightstown, Henry county, Aug. 30 to 27, Z. T. Emerson o Sept. 3, L. P. Newby. Switzerland and Ohio-East Enterprise, Switzerland county, Aug. 30 to Sept. 2, W. H. Madison.

Benton and Warren — Boswell, Benton county,
Sept. 5 to 9, G. W. Cones.

Kentland Agricultural—Kentland, Newton county,
Sept. 6 to 8, W. W. Dwale. Sept. 6 to 8, W. T. Drake.

Grange Jubilee-Witt Station, Jefferson county,
Sept. 6 to 9, T. H. Watlington.

Warren Tri-County-Warren, Huntington county,
Sept. 6 to 10, A. Foust. Auburn District-Auburn, Dekalb county, Sept. 12 Fairmount-Fairmount, Grant county, Sept. 12 to 16, J. D. Lathan. Francisville-Francisville, Pulaski county, Sept 3 to 16, E. H. Applegate. Maxinkuckee-Culver Park, Marshall county, Sept. North Indiana and South Michigan—South Bend, St. Joseph county, Sept. 12 to 16, C. G. Towle. Washington and Parke—Pekin, Washington county, Sept. 20 to 23, J. W. Elrod. 3 to 16, L. C. Zechiel. Bremen Agricultural-Bremen, Sept. 27 to 30, H Eastern Indiana-Kendallville, Noble county, Sept. Poplar Grove-Poplar Grove, Howard county, Sept. 26 to 30, R. T. Barbour. Tri-County-North Manchester, Wabash county, Sept. 27 to 30, D. W. Krisher Bourbon-Bourbon, Marshall county, Oct. 11 to 14, Northern Indiana—Goshen, Elkhart county, Oct. 3 o 7, T. A. Starr. Northern Indiana and Southern Michigan Exhib tion Association-Warsaw, Kosciusko county, Oct. 4, 5, 6 and 7, M. A. Wilcox.

County Fairs. Tipton-Tipton, Aug. 8 to 13, W. R. Oglebay. Jennings-North Vernon, Aug. 9 to 12, W. G Henry-New Castle, Aug. 9 to 18, O. L. Jeffries. Henry—New Castle, Aug. 9 to 13, O. L. Jehries.
Boon—Lebanon, Aug. 15 to 19, L. F. Moler.
Delaware—Muncie, Aug. 15 to 19, M. S. Claypool.
Jefferson—Madison, Aug. 16 to 19, S. E. Haigh.
Wayne—Hagerstown, Aug. 16 to 19, Ed Bowman.
Hancock—Greenfield, Aug. 22 to 26, Elbert Tyner.
Clinton—Frankfort, Aug. 22 to 26, J. Heavilon.
Dearborn—Lawrenceburg, Aug. 23 to 27, J. S. Dor-Washington-Salem, Aug. 23 to 26, E. W. Me Vigo-Terre Haute, Aug. 22, to 26, Charles ( Fulton-Rochester, Aug. 31 to Sept. 3, W. W. Green-Linton, Aug. 29 to Sept. 2, J. H. Hum hreys. Harrison-Corydon, Aug. 29 to Sept. 2, T. S. Get Putnam-Bainbridge, Aug. 29 to Sept. 3, A. R. Al Randolph-Winchester, Aug. 30 to Sept. 3, B. 1 Scott-Scottsburg, Aug. 30 to Sept. 2, W. L. Mor-Tippecanoe—Lafayette, Sept. 1 to 3, Adam Wallace. Carroll—Camden, Sept. 5 to 9, Ziba A. Brown. Clark—Charlestown, Sept. 5 to 8, J. M. McMillin. Montgomery—Crawfordsville, Sept. 5 to 9, W. W. Sullivan-Sullivan, Sept. 5 to 10, J. M. Lang.
Gibson-Princeton, Sept. 5 to 12, S. Vet. Strain.
Shelby-Shelbyville, Sept. 6 to 10, E. E. Stroup.
Miami-Macy, Sept. 7 to 10, Ira B. Hurst.
Poscy-New Harmony, Sept. 12 to 16, W. W. Robb.
Greene-Bloomfield, Sept. 12 to 17, R. F. Burrell.
Huntington-Huntington, Sept. 13 to 17, H. M. Johnson-Franklin, Sept. 13 to 17, William Rush-Rushville, Sept. 13 to 17, Charles F. Ken Miami-Peru, Sept. 13 to 16, Fred Conradt. Marshall-Plymouth, Sept. 20 to 23, D. L. Dickin-

Noble-Ligonier, Sept. 19 to 22, J. E. McDonald. Porter-Valparaiso-Sept. 20 to 23, E. S. Beach. Wabash-Wabash, Sept. 20 to 24, Geo. B. Fawley. Spencer-Rockport, Sept. 19 to 24, A. B. Garling-Daviess-Washington, Sept. 26 to Oct. 1, W. F. Ax Pulaski-Winamac-Sept, 27 to 30, Jesse Yaylor, Grant-Marion, Sept. 27 to 30, L. F. Carmichael, Jay-Portland-Sept. 27 to 30, Geo. W. Bergman, Lake-Crown Point, Sept. 27 to 30, B. Woods. Monroe-Bloomington, Sept. 26 to Oct. 1, George P. Perry-Rome, Oct. 3 to 8, W. Wheeler. Vermillion—Newport, Oct. 3 to 7, L. Shepard.
Whitley—Columbia City. Oct. 4 to 7, L. Richard.
Lawrence—Bedford, Oct. 4 to 8, F. Stannard.
Knox—Vincennes, Oct. 10 to 15, J. W. Emisor.

It Will Move On. Philadelphia Press. The Republican party need only move straight forward in the path it has been treading and maintain its record as the conservator of the best interests of the country to make certain that a national victory in November will complete the triumphs of the spring.

A Rash Venture.

Kansas City Journal. Going before the country with a defeated candidate on a losing issue would seem to be foolhardy. But that is what the Democratic party is preparing to do this year.

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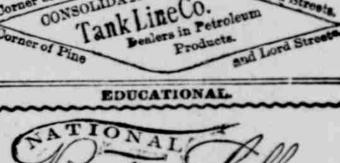
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